

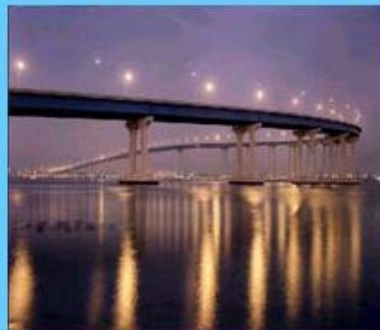
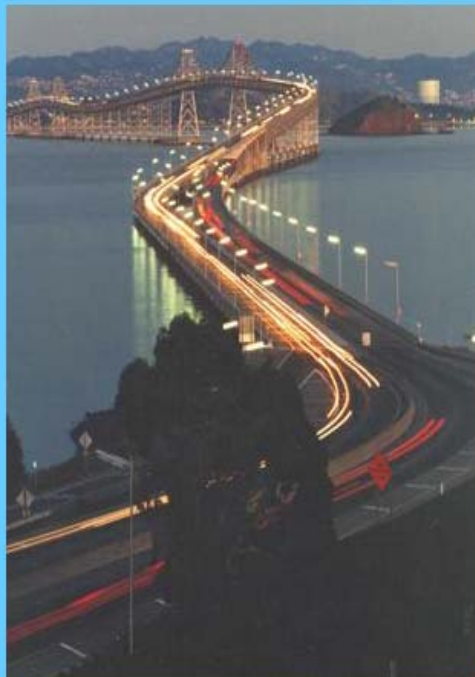


Toll Bridge Seismic Retrofit Program Report

Second Quarter Report

Ending June 30, 2005

California Department of Transportation



DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR

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*Flex your power!
Be energy efficient!*

August 16, 2005

Ms. Diane Boyer-Vine
Legislative Counsel
State Capitol, Room 3021
Sacramento, CA 95814

Mr. Gregory Schmidt
Secretary of the Senate
State Capitol, Room 3044
Sacramento, CA 95814

Mr. E. Dotson Wilson
Chief Clerk of the Assembly
State Capitol, Room 3196
Sacramento, CA 95814

Dear Ms. Boyer-Vine and Messrs. Schmidt and Wilson:

I am pleased to transmit the California Department of Transportation's (Department) "Toll Bridge Seismic Retrofit Report – Second Quarter – 2005 Fiscal Year Report Ending June 30, 2005," prepared pursuant to California Streets and Highways Code Section 188.5(g).

Distribution to the Legislature has been made by the Department pursuant to Government Code Section 9795.

Sincerely,

A handwritten signature in black ink, reading "Will Kempton", followed by a horizontal line.

WILL KEMPTON
Director

Enclosure

c: Senate Transportation and Housing Committee
Assembly Transportation Committee
Senate Budget and Fiscal Review Committee
California Transportation Commission

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Executive Summary

The California Department of Transportation (Department) is submitting the 2005 Second Quarter Report ending June 30, 2005, for the Toll Bridge Seismic Retrofit Program (TBSRP) in accordance with Assembly Bill (AB) 1717 (Committee on Transportation, Chapter 525, Statutes of 2003) which amended Section 188.5(g) of the Streets and Highways Code. This report provides for the following:

1. Information on the progress of each project in the program.
2. 2001 baseline budget for Capital Outlay (CO) and Capital Outlay Support (COS).
3. Current projected costs for CO and COS.
4. Expenditures to date.
5. Comparison of the 2001 baseline schedule to the June 2005 projected schedule.
6. Summary of the milestones achieved during the quarter.
7. Major risk issues assessment for remaining projects.

The Department is committed to submit this report within 45 days of the end of each quarter until the TBSRP is completed.

The TBSRP continues to reflect substantial progress for the projects that are under construction. Seismic retrofit work for the Richmond-San Rafael Bridge is expected to be complete by August 2005. As of July 2005, the San Francisco-Oakland Bay Bridge (SFOBB) West Approach project is over 51 percent complete and on schedule to be finished in 2009. The East Span Skyway contract is 75 percent complete in 69 percent of time allotted with 26 of 28 bridge piers completed, more than 69 percent of the 452 bridge pre-cast deck segments completed,

and 176 of the 452 bridge deck segments erected.

Action by the Legislature regarding the appropriate choice for a design to complete construction of the East Span of the SFOBB and the elements of a funding plan to pay for program cost increases was required to complete the TBSRP. A decision to build the East Span of the SFOBB with the Self-Anchored Suspension (SAS) design for the connector section was jointly announced by the Administration and Senator Pro Tem Perata on June 24, 2005. It should be noted that after the end of the 2005 Second Quarter, the Legislature passed AB 144 on July 14, 2005. On July 18, 2005, Governor Schwarzenegger signed this legislation into law. The Department intends to work diligently to implement this decision and to build a seismically safe bridge in the shortest time possible.

When the Legislature adjourned in August 2004 without reaching agreement on a funding solution for completion of the SAS design, the Administration directed the Department to review all options for meeting the goal of completing a safe bridge as soon as possible and for the most reasonable cost. Consequently, the Department engaged in an intense consultation process with experts from the construction industry, transportation officials convened by the Federal Highway Administration (FHWA), and other stakeholders. Three basic options — the SAS Alternative design, several cable-stayed suspension alternatives, and a Skyway Extension Alternative — were examined during this process, which is summarized in the 2005 First Quarter Report for TBSRP.

In the Department's August 2004 TBSRP Report to the Legislature (August 2004 report), the Department reported that current

TBSRP funding based on AB 1171 was insufficient to complete the remaining seismic retrofit work. Bechtel Infrastructure Corporation (as consultant to the Metropolitan Transportation Commission / Bay Area Toll Authority) agreed with this conclusion. At that time, the forecasted costs for the East Span of the SFOBB were based on the assumption that the SAS Alternative contract would be awarded by the end of September 2004. However, without a legislative funding solution being achieved last August, the project was not awarded, and the East Span has continued to incur additional cost increases, as detailed in this report.

Based in part on recommendations of the Bureau of State Audits (BSA), the Department committed to developing and implementing an expanded written comprehensive risk management plan for the TBSRP to augment the established risk management protocols that existed and the actions that were being taken. A fully documented risk management plan is now in place and the Department is proceeding with detailed quantitative risk analyses to assess potential cost impacts to the TBSRP budget on a monthly basis. The last quarterly report contained an update on identified risks for the remaining TBSRP work. During the second quarter of 2005, the development of a comprehensive risk management plan has progressed. A qualitative risk analysis to validate the identified risks that impact cost and schedule is complete. A preliminary quantitative analysis of these identified risks has been conducted. The preliminary result of this analysis is included in this report.

In summary, the current estimate to complete the TBSRP is \$7.785 billion, plus a \$900 million contingency, for a total budget of \$8.685 billion based on construction of the SAS design. This

amount is based on an August 2005 advertisement for the project, as costs continue to rise.

Completion of the TBSRP as proposed will result in an additional \$630 million state contribution to seismic retrofit programs, including both toll bridge and non-toll bridge work. The remaining of the TBSRP will be funded through toll revenues.

This 2005 Second Quarter Report is the last quarterly report to be submitted directly by the Department. Future quarterly reports will be approved and submitted by the Toll Bridge Program Oversight Committee as specified in AB 144.



Rendering of the Self-Anchored Suspension Span.

Program Overview

Seven of the nine state-owned toll bridges were identified for seismic retrofit in the TBSRP:

1. Benicia-Martinez Bridge
2. Carquinez Bridge
3. San Mateo-Hayward Bridge
4. Vincent Thomas Bridge
5. San Diego-Coronado Bridge
6. Richmond-San Rafael Bridge
7. San Francisco-Oakland Bay Bridge (SFOBB) (West Span Retrofit, West Approach, and construction of the new East Span).

Seismic retrofit of these complex structures presents an extremely difficult engineering challenge and nowhere in the world has a bridge seismic safety program of this size been undertaken.

The first five structures listed above are complete and collectively were completed more than \$48 million under the budget established in AB 1171.

The Richmond-San Rafael Bridge retrofit is nearing completion (estimated to be finished in August 2005). As of July 2005, it is anticipated that there will be a cost savings of more than \$100 million below the project cost and budget contingency forecast shown in the August 2004 report. This is due to proactive management of the project by the Department and systematic oversight by the Business Transportation and Housing Agency.

The SFOBB has three components: the Twin Tower West Span Suspension Bridge, the West Approach to the SFOBB, and the SFOBB new East Span. The West Span project is complete with a total expenditure

slightly below the forecast shown in the August 2004 report. The West Approach to the SFOBB is 51 percent complete and progressing well. Work is proceeding per plan and the Department projects that the project will be completed within the August 2004 cost estimate.

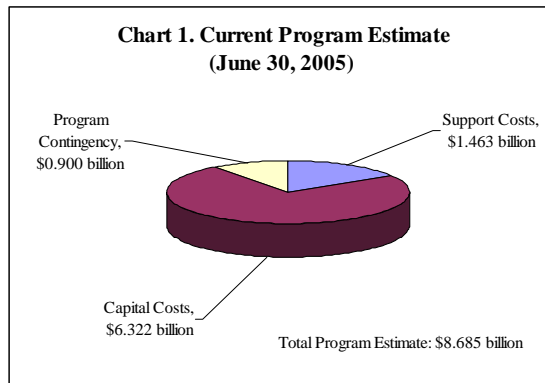
Tolls on two of the bridges (San Diego-Coronado Bridge, and Vincent Thomas Bridge) have been removed, reducing the number of State-owned toll bridges to 7. The Antioch and Dumbarton toll bridges are not included in the TBSRP.

SAS Alternative for SFOBB East Span

The total budget outlined in AB 1171 for the TBSRP was \$4.637 billion, plus \$448 million in contingency funds. As outlined in the Department's August 2004 report, the estimated costs to complete the TBSRP exceeded the available budget. The August 2004 report forecasted \$6.053 billion for Capital Outlay (CO), \$1.352 billion for Capital Outlay Support (COS), and \$900 million for program contingency for a total of \$8.305 billion.

The estimate was based on the assumption that the SAS contract would be awarded in September 2004. Since this did not occur, CO and COS cost estimates for the SFOBB new East Span have increased.

Consequently, the June 2005 estimate reflects an increased TBSRP cost estimate of \$8.685 billion based on a proposed August 2005 advertisement for the SAS Contract and a January 2006 award date (pending legislative approval of a funding plan). The estimate includes \$6.322 billion for CO, \$1.463 billion for COS, and \$900 million for program contingency. Please see *Chart 1 – Program Estimate with the SAS Alternative June 2005*) for an updated program estimate.



Risk Management

The Department has prepared an initial Risk Management Plan (RMP) for the remaining SFOBB projects. The plan outlines steps and methods required to address the findings and recommendations of the BSA Audit Report (2004-140) dated December 2004 and entitled, “Department of Transportation: Various Factors Increased Its Cost Estimates for Toll Bridge Retrofits, and Its Program Management Needs.” The plan fulfills the Department’s commitment for the development of a comprehensive RMP to be implemented for the design and construction of the remaining SFOBB work. The RMP contains initial risk identification, quantification, and tracking.

A series of high-level organizational changes have also been implemented to improve the management of the TBSRP. In addition, a dedicated project risk management coordinator has been assigned. A recognized consultant firm has also been engaged to provide expertise in risk identification, quantification, and monthly mitigation planning and tracking.

The RMP will be updated periodically throughout the project duration. The RMP encompasses risk management planning, risk identification, qualitative and

quantitative risk analyses, risk response planning, and risk monitoring and control.

The following explains each element of the RMP:

1. Risk Management Planning – deciding how to approach, plan and execute the risk management activities for the project.
2. Risk Identification – determining which risks might affect the project and documenting their characteristics.
3. Qualitative Risk Analysis – prioritizing risks for subsequent further analysis or action by assessing and combining their probability and impacts.
4. Quantitative Risk Analysis – analyzing numerically the effect of identified risks on overall project objectives.
5. Risk Response Planning – developing options and actions to enhance opportunities and to reduce impact to project objectives.
6. Risk Monitoring and Control – tracking identified risks, monitoring residual risks, identifying new risks, executing risk response plans, and evaluating their effectiveness throughout the project life cycle.

Initial risk management planning, risk identification, and qualitative risk analysis have been completed. Quantitative risk analysis, risk response planning, and risk monitoring and control are ongoing.

Program Costs

Baseline and Projected Budget

The 2001 AB 1171 CO and COS baseline budget was \$5.085 billion including \$448 million for the program contingency. In the August 2004 report, the program estimate was \$8.305 billion including \$900 million for the program contingency. The Second Quarter 2005 program estimates are \$8.685 billion for the SAS Alternative. These program estimates are the baseline for AB 144. The majority of the increased estimates are due to cost increases during the time elapsed since August 2004. Please see below *Table 1 - Toll Bridge Seismic Retrofit Program Baseline (AB 1171), Forecasts and Expenditures Through June 2005*.

expenditures for the TBSRP is included in Appendix A. The details of the cost estimates and expenditures for the SFOBB East Span are shown in Appendix B.

Additional detail of cost estimates and

Table 1. Toll Bridge Seismic Retrofit Program Baseline (AB 1171), Forecasts and Expenditures Through June 2005

Contracts	AB 1171	First Quarter 2005 Forecast	Second Quarter 2005 Forecast (AB 144 Baseline)	Expenditures Through June 2005*
(Dollars in Millions)				
Benicia-Martinez	\$ 190.00	\$ 180.20	\$ 177.83	\$ 177.73
Carquinez	\$ 125.00	\$ 115.10	\$ 114.13	\$ 114.04
San Mateo-Hayward	\$ 190.00	\$ 165.10	\$ 163.51	\$ 163.41
Vincent Thomas	\$ 62.00	\$ 59.20	\$ 58.51	\$ 58.41
San Diego-Coronado	\$ 105.00	\$ 104.80	\$ 103.52	\$ 102.60
SFOBB West Span	\$ 305.00	\$ 307.90	\$ 307.90	\$ 306.72
SFOBB West Approach	\$ 395.00	\$ 429.00	\$ 429.00	\$ 209.70
Richmond-San Rafael	\$ 665.00	\$ 914.00	\$ 914.00	\$ 752.40
SFOBB East Span	\$ 2,600.49	\$ 5,500.93	\$ 5,486.60	\$ 1,432.73
Subtotal	\$ 4,637.49	\$ 7,776.22	\$ 7,755.00	\$ 3,317.74
Program Indirect **			\$ 30.00	\$ 24.50
Program Contingency	\$ 448.00	\$ 900.00	\$ 900.00	
Total Program	\$ 5,085.49	\$ 8,676.22	\$ 8,685.00	\$ 3,342.24

*Expenditures are through June 2005 fiscal month (Fiscal year accounting pending).

** "Indirect" includes a proration of charges to allocate overhead costs that cannot be directly attributed to a project yet are an appropriate cost to conduct the program. It includes such costs as program administration, testing, training, equipment, communication costs, etc.

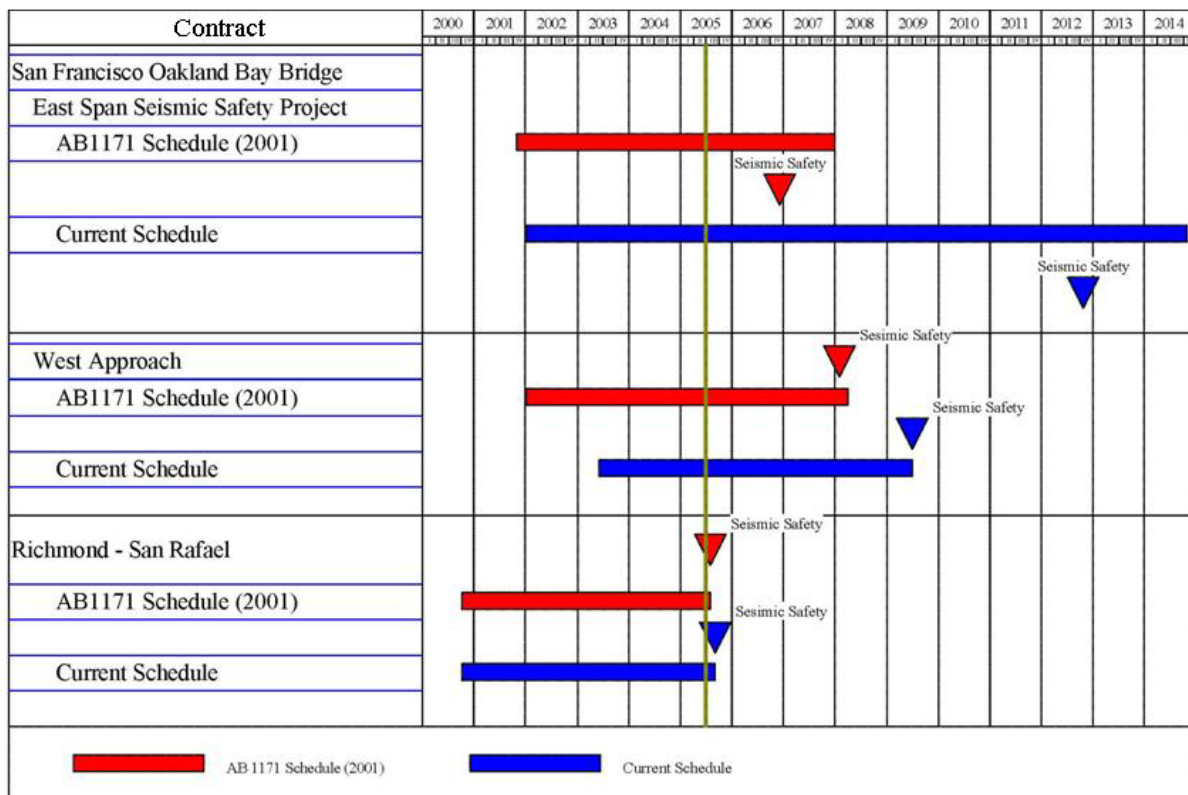
Program Schedule Baseline and Projected Schedule

As reported, the seismic retrofitting on five of the seven toll bridges in the TBSRP is complete. These structures include the Benicia-Martinez, Carquinez, San Mateo-Hayward, Vincent Thomas, and San Diego-Coronado bridges. Seismic retrofitting of the SFOBB West Span was completed in June 2004. Construction on the Richmond-San Rafael Bridge, the SFOBB West Approach, and the SFOBB East Span is progressing. The June 2005 schedule calls for opening the SFOBB new East Span around 2012. Completion of the TBSRP will occur in 2014, marked by the planned demolition of the existing SFOBB East Span. These schedules are based on an assumption

of re-advertising the SAS design by August 2005. Further delays in decisions on contracts for the SFOBB East Span will result in extended schedules.

On the SFOBB East Span, the majority of the schedule variation from baseline was due to industry feedback when contracts were advertised during late 2003 and 2004. This feedback concluded that the original construction timeline as proposed in 2001 was too aggressive to complete these multiple marine-based efforts. For the SFOBB West Approach, the majority of the variation from the baseline schedule was due to extensive legal action during a bidder protest delaying the ability to award the contract. Please see *Chart 2 - Toll Bridge Seismic Retrofit Program Schedules, Baseline AB 1171 vs. Projected Schedule*.

**Chart 2. Toll Bridge Seismic Retrofit Program Schedule
Baseline AB 1171 vs. Projected Schedule**



Program Budget

AB 1171 established a funding level of \$4.637 billion and authorized an additional \$448 million of State Highway Account (SHA) funds for contingency to mitigate cost increases above the estimated 2001 projection to retrofit the State's toll bridges. AB 1171 also permitted use of additional toll surcharges for financing purposes and provided for financing costs above the funds specified in the legislation. The table below summarizes the AB 1171 program funding and does not include any financing costs.

As reported in the August 2004 report, an additional \$3.220 billion would have been needed at that time to complete the TBSRP. The assumption used for the August 2004 estimate was that the SAS Alternative would be awarded in September 2004. Since the SAS Alternative was not awarded, the TBSRP costs are revised to reflect the

increased costs due to escalation.
See *Table 2 - Program Budget*.

Since AB 144 was enacted after the 2005 second quarter ended, the next quarterly report will reflect the updated program budget information using AB 144 as the baseline.

Table 2. Program Budget

As of June 30, 2005
(Dollars in Millions)

Fund	Budgeted	Allocated
Proposition 192	\$790	\$789.00
Toll Bridge Seismic Retrofit Account (TBSRA)	\$3,205	\$2,712.73
· Seismic Surcharge Revenue	\$2,282	
· San Diego Coronado Toll Bridge Revenue Fund	\$33	
· Vincent Thomas Bridge	\$15	
· State Highway Account (SHA) ⁽¹⁾	\$795	
· Public Transportation Account (PTA) ⁽²⁾	\$80	
Federal Highway Bridge Replacement and Rehabilitation (HBRR)	\$642	\$635.50
Total	\$4,637	\$4,137.23

⁽¹⁾ To date, \$354.6 million has been transferred from the SHA to the TBSRA. An additional \$104 million has been expended directly from the account. The Department anticipates that the amount remaining of the \$795 million in SHA funds authorized under AB 1171 will be transferred in Fiscal Years 2005-06 and 2006-07, or as directed by the California Transportation Commission. These transfers are subject to appropriation by the Legislature.

⁽²⁾ To date, \$10 million has been transferred from the PTA to the TBSRA. The Department anticipates that the amount remaining of the \$80 million in PTA funds authorized under AB 1171 will be transferred in Fiscal Years 2005-06 and 2006-07, or as directed by the California Transportation Commission. These transfers are subject to appropriation by the Legislature.

Program Funds

The program's financial status of revenues and expenditures is summarized in the table below, *Table 3 - Program Revenues, Expenditures and Encumbrances*. The figures include the surcharge revenues collected, transfers from the SHA and the Public Transportation Account (PTA), and expenditures from the Toll Bridge Seismic

Retrofit Account (TBSRA) and the Seismic Retrofit Bond Act of 1996 (Proposition 192). Through June 2005, the \$790 million provided by Proposition 192 has been fully allocated by the California Transportation Commission (CTC).

Table 3. Program Revenues, Expenditures and Encumbrances
Toll Bridge Seismic Retrofit Program Financial Status
As of June 30, 2005
 (Dollars in Millions)

Revenues:	
Toll Surcharge ⁽¹⁾	\$687.90
SMIF Interest	\$80.19
Bond Revenue (Seismic Bond of 1996)	\$790.00
Bond Revenue (Toll Revenue Bonds)	\$1,062.00
Commercial Paper ⁽²⁾	\$80.00
San Diego-Coronado Toll Bridge Revenue Fund	\$33.00
Vincent Thomas	\$6.90
Federal Highway Bridge Replacement and Rehabilitation	\$300.00
Transfers to TBSRA:	
State Highway Account (SHA) ⁽³⁾	\$458.76
Public Transportation Account (PTA) ⁽⁴⁾	\$10.00
Total Revenues and Transfers	\$3,508.75
Expenditures:	
Capital Outlay	\$2,543.30
State Operations	\$798.94
Total Expenditures	\$3,342.24
Encumbrances:	
Capital Outlay	\$784.81
State Operations	\$10.18
Total Encumbrances	\$794.99
Total Expenditures and Encumbrances	\$4,137.23

⁽¹⁾ The Toll Surcharge is dedicated to repayment of bonds beginning September 1, 2003. Toll Surcharge shown here is only toll revenue collected prior to that date.

⁽²⁾ \$80 Million in Commercial Paper issued on or about April 5, 2005.

⁽³⁾ To date, \$354.6 million has been transferred from the SHA to the TBSRA. An additional \$104 million has been expended directly from the account. The Department anticipates that the amount remaining of the \$795 million in SHA funds authorized under AB 1171 will be transferred in Fiscal Years 2005-06 and 2006-07, or as directed by the California Transportation Commission. These transfers are subject to appropriation by the Legislature.

⁽⁴⁾ To date, \$10 million has been transferred from the PTA to the TBSRA. The Department anticipates that the amount remaining of the \$80 million PTA funds authorized under AB 1171 will be transferred in Fiscal Years 2005-06 and 2006-07, or as directed by the California Transportation Commission. These transfers are subject to appropriation by the Legislature.

Project Status

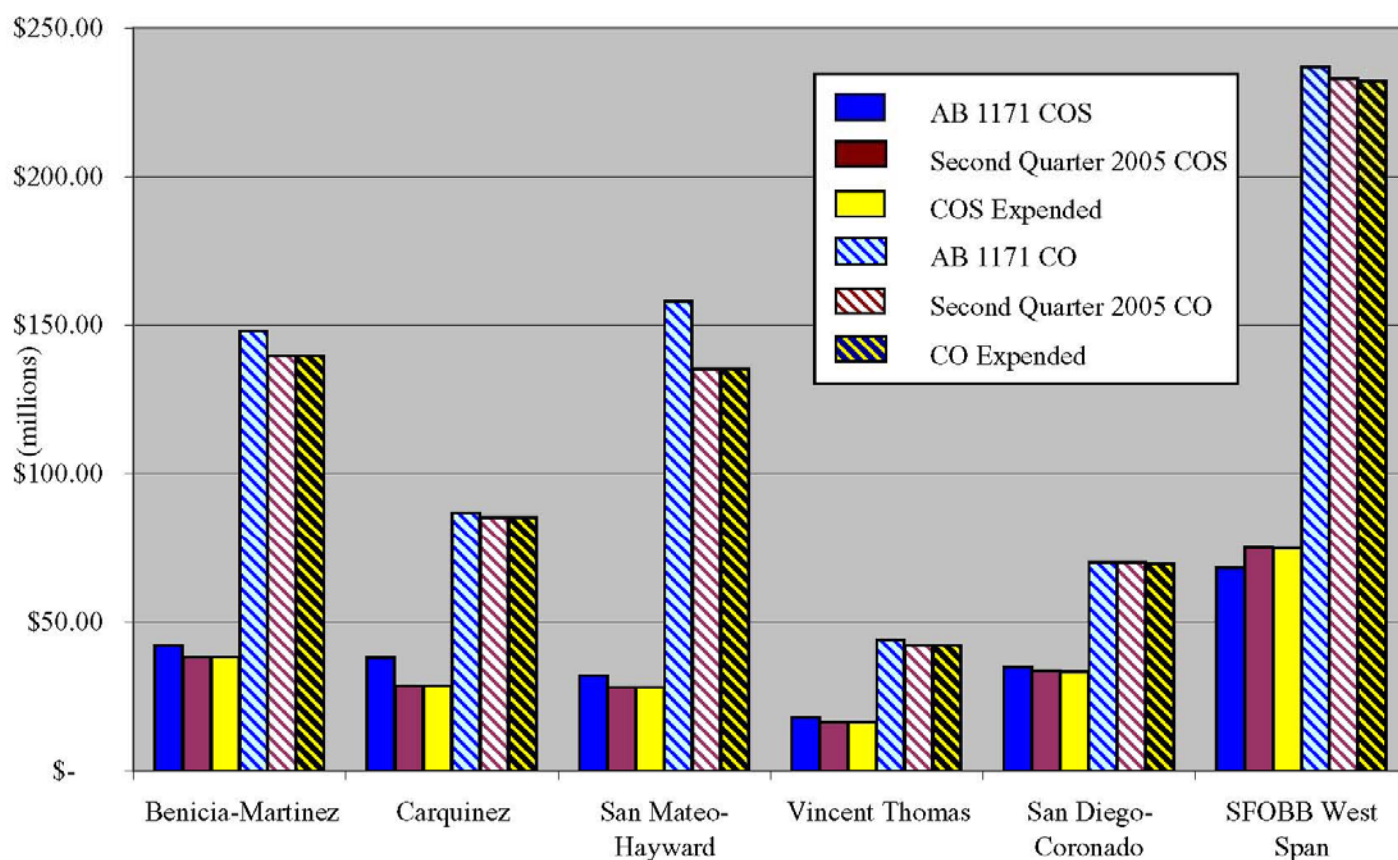
Completed Projects

Seismic retrofit has been completed on the Benicia-Martinez, Carquinez, San Mateo-Hayward, Vincent Thomas, San Diego-Coronado and SFOBB West Span toll bridges. The CO and COS budgets for these five toll bridge retrofits and the SFOBB West Span in AB 1171 are \$744 million and \$233 million, respectively. The total CO and COS expenditures for these six completed projects as of the end of June 2005 are \$704 million and \$219 million, respectively, which is a total project savings to date of \$54 million. This is an increase in savings from the past

reports. The comparison of the AB 1171 budget, the August 2004 report estimates, and the direct expenditures to date of these completed projects are shown in *Chart 3 - Cost Comparison AB 1171 (2001), Second Quarter 2005 Forecast and Expenditures Through June 2005 for Completed Bridges*.

Total expenditures for the Benicia-Martinez, Carquinez, San Mateo-Hayward, Vincent Thomas and San Diego-Coronado are within the AB 1171 baseline budget. The West Span final project costs are within 0.6 percent of the August 2004 report estimates.

Chart 3. Cost Comparison AB 1171 (2001), Second Quarter 2005 Forecast and Expenditures Through June 2005 for Completed Bridges



On-going Construction Projects

Richmond-San Rafael

The Richmond-San Rafael Bridge retrofit work is progressing well with an estimated construction completion date of August 2005. Currently, the seismic retrofit is more than 98 percent complete. In August 2004 and March 2005, the project cost estimates remained at \$914 million, an increase of \$249 million over the AB 1171 baseline budget. The increase in CO and COS costs were projected to be \$210 million and \$39 million, respectively. See *Table 4 - Baseline and Estimated TBSRP Budget Need for Richmond-San Rafael Bridge*.

	AB 1171 Budget (\$ million)	August 2004 Review (\$ million)	Difference (\$ million)
COS	95	134	39
CO	570	780	210
Total	665	914	249

Table 4 - Baseline and Estimated TBSRP Budget Need for Richmond-San Rafael Bridge.

The current cost forecast includes more than \$100 million in savings pending final progress on negotiations with the contractor regarding construction disputes and with environmental permitting agencies regarding cost of pile driving mitigation. Once resolved, the project will close out well under the \$914 million first projected in the August 2004 report due to final negotiations with contractor on change orders, claims, and a reduced numbers of delay days. The project cost forecast allows the project budget to be reduced by \$75.1 million in CO, \$6.9 million in COS, and \$54 million in program contingency, for a potential TBSRP savings of \$136 million (See Appendix A2).

Project Funding

In addition to funding from the TBSRA, the project also includes work funded by the State Highway Operation and Protection Plan (SHOPP) and the Bay Area Toll Authority (BATA). There are \$58 million in SHOPP funds for the trestle replacement and fender work and \$55 million in BATA toll revenue contribution for joint and deck repair work on the bridge. The total of all fund types applied to the Richmond-San Rafael Bridge is \$1.027 billion. See *Table 5 - Richmond-San Rafael Bridge Funding*.

Fund Type	Estimated Budget Needs (\$ million)
Toll Bridge Seismic Retrofit Account (TBSRA)	914
SHOPP - Trestle Replacement	58
BATA - Joint Repair	55
Total	1,027

Table 5 - Richmond-San Rafael Bridge Funding.

Subject to the approval of the Toll Bridge Program Oversight Committee as established in AB 144, the joint repair work previously funded by BATA may be refunded with cost savings from the TBSRP. The BATA funds could then be directed to the construction of the new Benicia-Martinez bridge project that is funded by Regional Measure 1, subject to negotiations with BATA.

As of June 2005, the total TBSRP expenditure is \$752 million, including \$633 million for CO and \$119 million for COS.

Major Risk Issues

To close out the contract, the Department faces potential exposures in two areas. The first area is environmental mitigation for negative impacts on fish, which is currently being discussed with regulatory agencies. The second area is the settlement of outstanding claims filed by the contractor and its foundation subcontractor. Consultant claims experts have been brought on board to facilitate the financial analysis and negotiation process with the contractor.

Milestones Achieved

All 64 girder spans of the concrete trestle for the Richmond-San Rafael Bridge were installed as of February 2005. In addition, all joints throughout the main structure have been repaired and work on all 60 of the deck sections was completed in May 2005.



Richmond-San Rafael Bridge New Trestle (Looking East).

SFOBB West Approach

The SFOBB West Approach seismic retrofit project will remove and replace the West Approach to the SFOBB, which includes all of the westbound mainline and most of the eastbound mainline from 4th Street to the SFOBB West Anchorage, and all of the connecting entrance and exit ramps.

The construction work, which began in June 2003, is 51 percent complete. Completion of this project is scheduled for 2009 as previously reported.

Upon completion of the retrofit project, the West Approach mainline and ramps will have the same number of traffic lanes with improved highway geometrics. The mainline eastbound and westbound structures will be adjacent to each other at 4th Street and transition to an outrigger configuration from Rincon Hill to the anchorage in order to tie into the existing SFOBB. The new mainline structures will be concrete box girders and will have independent foundations of cast-in-drilled-hole piles.

Project Funding

The AB 1171 baseline budget was \$395 million with \$309 million for CO and \$86 million for COS. The August 2004 report increased that estimate to \$429 million, and the project is currently within that estimate. See *Table 6 - Baseline and Estimated Budget Need for SFOBB West Approach*.

	AB 1171 Budget (\$ million)	August 2004 Review (\$ million)	Expenditures As of June 2005 (\$ million)
COS	86	120	65
CO	309	309	145
Total	395	429	210

Table 6 - Baseline and Estimated Budget Need for SFOBB West Approach.

Major Risk Issues

During this quarter, the West Approach Risk Management Team has worked to develop and implement a comprehensive risk management plan to augment managing the risks that may hinder the project's successful completion. To date, the processes of Risk Management Planning, Risk Identification, Qualitative Risk Analysis, Quantitative Risk Analysis, Risk Response Planning, and Risk Response Monitoring and Control have been implemented. Based on this preliminary effort, the project cost risks are currently within the budget needs forecasted in August 2004 (See Appendix A2).

The risks that may have significant impacts and are being actively managed are as follows:

- Interdependency of work resulting in potential delays.
- Complexities associated with demolition procedures at bridge frames 7 and 8.
- Pile driving difficulties.
- Unknown buried objects.

- Contractor Controlled Insurance Program (CCIP) costs.

As part of the Monitoring and Control Process, project risks will be revisited to ensure a monthly Risk Register is complete and accurately portrays the project risks and potential impacts. This dynamic process attempts to minimize negative risks and capture opportunities for the project. Progress on identified risks and discussion of any "new" risks will be addressed in the next quarterly report.

Milestones Achieved

On April 1, 2005, the Department completed construction of the new permanent Fremont Street off-ramp. This off-ramp is the major connector to downtown San Francisco and the south of Market Area from westbound Interstate 80.

In addition to its direct connection to northbound Fremont Street, the new off-ramp provides a direct, two-lane connection to North Beach, Fisherman's Wharf, and Chinatown through Folsom Street. The City and County of San Francisco sponsored this segment of the ramp.



West Approach: Construction of the Upper Deck of Frame 1.
(Looking West)



West Approach: View of the New Fremont /Folsom Street Off-ramp.
(Looking East)



The new West Approach bridge columns for the upper deck.

SFOBB East Span

The SFOBB East Span consists of 16 construction contracts. Eight contracts are complete:

- Interim Retrofit (Existing Bridge)
- East Span Retrofit (Existing Bridge)
- Pile Installation Demonstration
- Oakland Touchdown Geofill
- Yerba Buena Island (YBI) Archaeology
- USCG Road Relocation
- SAS Alternative Land Foundations (W2)
- YBI Electrical Substation

Three contracts are under construction:

- Skyway contract (75 percent complete).
- South/South Detour (26 percent complete).
- SAS Alternative Marine Foundations (E2/T1) (Contract termination was initiated on January 5, 2005. The termination process was suspended as of March 14, 2005, and has incurred suspension costs since that date pending a decision regarding the connector span. The termination was rescinded on July 29, 2005).

Five contracts are in design:

- Oakland Touchdown design is complete and the contract is to be advertised in Fall 2007.
- YBI Transition Structure design (80 percent complete).
- Stormwater Treatment Measures design (95 percent complete).
- Existing Bridge Demolition design (10 percent complete).

- Connector Span (SAS Alternative-100 percent complete, contract advertisement anticipated by August 2005).

Project Funding

Baseline and Projected Budget and Schedule

The AB 1171 baseline budget for the SFOBB East Span was \$2.6 billion. In August 2004, the Department, with the assistance of Bechtel Infrastructure Corporation for BATA, updated the cost of completing the East Span. This forecast, however, was based on the assumption that the SAS Alternative contract's single bid would be awarded in September 2004. Without a funding solution, the May 2004 bid expired on September 30, 2004. As of June 2005, the projected cost for the East Span has risen to \$5.487 billion for the re-advertised SAS Alternative. This amount does not include program contingencies. This forecast will continue to increase due to escalation if a decision to advertise the SAS contract is not reached by August 2005.

The AB 1171 baseline schedule in 2001 planned completion of the East Span in 2007. In 2001, the YBI/SAS Alternative was originally planned to be administered as a single construction contract. In response to the lack of a Federal Buy America Waiver for the SAS Alternative, the need to reduce the size of the contract to ease performance bond requirements, and the need to facilitate competitive bidding, the Department split the single contract into eight separate contracts in the summer of 2002.

During the contract bidding for the SAS Alternative, from February 2003 to May 2004, the East Span corridor schedule was

extended in an effort to attract more bidders. Since the Department's August 2004 Report to the Legislature, the East Span has incurred an additional 18 months delay due to the delayed decision on a new funding plan for the TBSRP. Completion of the TBSRP will occur approximately two years after the new East Span bridge is open to traffic, marked by the planned demolition of the existing SFOBB East Span. These schedules are based on an assumption of re-advertising the SAS design in early August 2005.

The comparison of the AB 1171 baseline schedule and the current projected schedule is shown in Appendix C on *Chart 4 -SFOBB East Span Corridor Schedule, Baseline AB 1171 vs. Current Projected*.

The current East Span corridor detail schedule is shown in Appendix D on *Chart 5 San Francisco-Oakland Bay Bridge East Span Self-Anchored Suspension Corridor Schedule*.

Even with the recent legislative funding solution, the East Span could continue to be impacted by delays if the SAS contract and E2/T1 contract are delayed further.



Skyway Construction: The new eastbound roadway section is to the left of the existing East Span (Looking East).

Major Risk Issues

SFOBB SAS Contract Risk Management

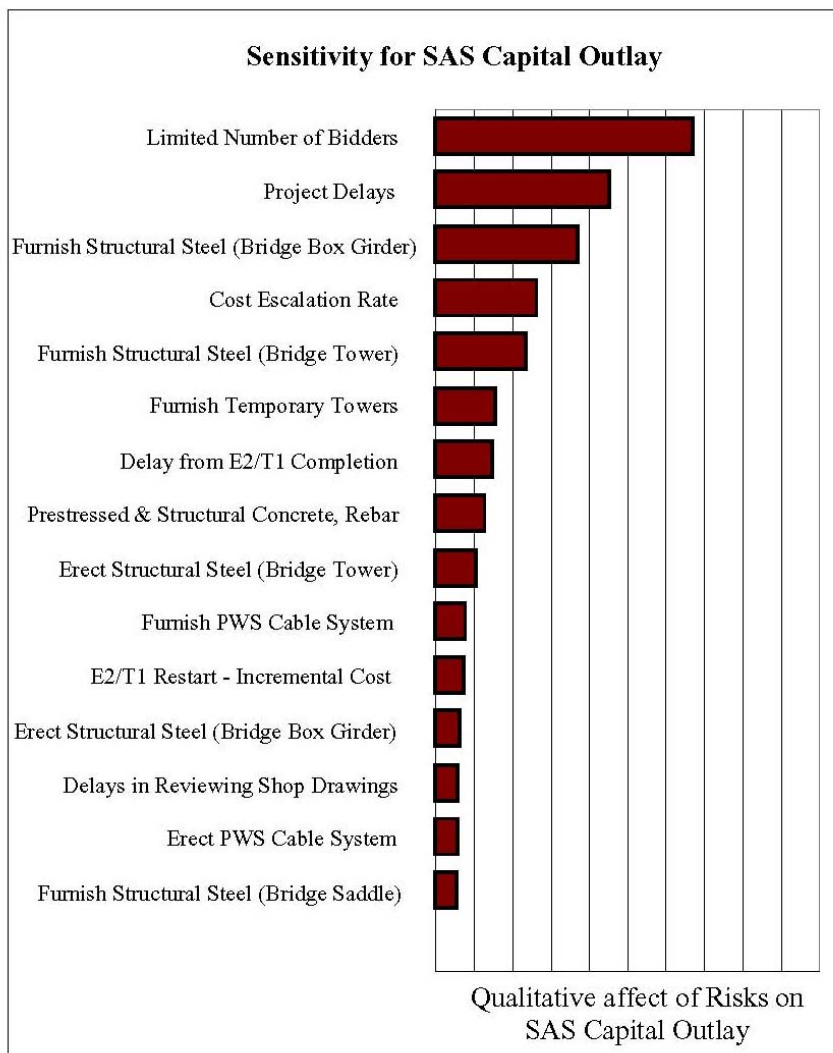
The initial risk management planning is complete. Risk identification workshops have been conducted and a draft Risk Register that documents the risks is complete. Quantitative cost risk analysis of the SAS project was initiated in June 2005.

From the risk identification, qualitative and quantitative risk analysis processes, significant project risks have been identified as shown below. It should be noted that the risks listed below are at a summary level, as the current draft risk register contains over 100 identified risks.

Risk probability and potential impacts will be updated as conditions warrant, such as recent market fluctuations and the SAS bid opening. A comprehensive project level quantitative risk analysis is currently being undertaken. This analysis will consider E2/T1 and SAS project risk responses and mitigations, as well as the integrated project schedule.

It should be noted that some risks identified in the Risk Register could not be quantified because they are conditions or assumptions upon which the project has been planned. Any changes to the conditions or

assumptions would materially change the nature of the project and its plans, and would require revisions to budgets, plans and other performance measures. These external risks or actions by external authorities have been excluded from this analysis. They will be developed as contingency scenarios under "Ongoing and Future Risk Management Activities" described below so that the potential impact of such scenarios on project costs and schedules can be quantified.



Ongoing and Future Risk Management Activities

enhancements will be solicited through the bidder inquiry and other processes.

Given the July 2005 decision to proceed with the SAS project, the Department is currently taking an aggressive approach to managing SAS and E2/T1 sub-project risks. The SAS and E2/T1 project draft Risk Registers are currently being updated and enhanced to reflect the SAS decision and other considerations. Enhanced risk identification and qualitative risk analysis will be conducted at the project level. Risk Registers will be reviewed and updated on a quarterly basis.

Risks that are identified as significant project risks (high probability and high impact risks) will be aggressively mitigated and managed.

Risk response planning, as specifically related to the E2/T1 sub-project construction risks and the SAS sub-project market condition risks, will be given special emphasis over the next several months.

A comprehensive quantitative (cost and schedule) risk analysis is ongoing. This analysis will incorporate E2/T1 and SAS sub-project risk responses and mitigations, as well as the integrated project schedule. Risk monitoring and control will involve the evaluation of risks and the effectiveness of the specified risk responses during project and sub-project execution.

Recent risk response and mitigation accomplishments include enhancement of the SAS bidder compensation specification in order to facilitate greater bidder competition. Also, the Department has modified its standard cost reduction incentive specification in order to facilitate cost saving innovations during construction. During advertisement of the SAS project, bidder outreach, input, and potential contract

Welding Issues on the Skyway Contract

Allegations of defective welding in the East Span Seismic Safety Project (ESSSP) were initially reported in regional media in April 2005. A group of approximately 15 welders stated that they performed substandard welding on the job for a limited period of time. One of these welders had contacted the Federal Bureau of Investigation (FBI) in February 2005 to report health and safety concerns regarding ESSSP welding operations. As a result of conversations with this welder, the FBI initiated an investigation into welding quality. The existence of this investigation was publicly announced by the FBI concurrently with the newspaper reports in April 2005. All allegations relate to a single type of weld. These are welds connecting the pile head connection plates to the pile and pile sleeve. There have been no allegations of substandard welding at any other locations (most significantly, there have been no allegations of substandard welding on the pile splices).

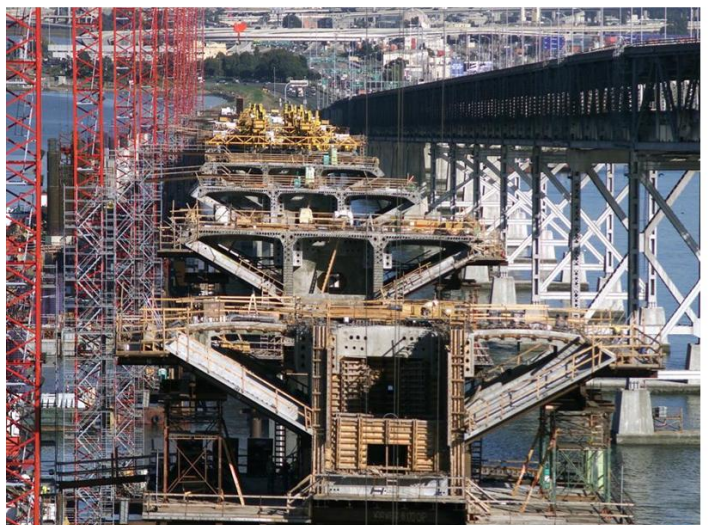
At this point, three federal agencies have joined the investigation — the FBI, the United States Department of Transportation Office of Inspector General (OIG) and the Federal Highway Administration (FHWA). The FBI and OIG are working cooperatively, with FHWA acting as their technical consultant. In addition, the California Attorney General (CAG) has initiated an investigation of the matter as well. The FBI, OIG and FHWA have reviewed the exhaustive Quality Control/Quality Assurance (QC/QA) documentation for the ESSSP and FHWA has also conducted physical testing of existing visible welding. Some of the physical testing involved removal and examination of entire welds. This occurred at three

locations, including two locations alleged by the welders as containing substandard welds. All welds examined by FHWA were found to be of high quality and to exceed contract specifications. No evidence of substandard welding was found. In addition, FHWA commented that the QC/QA process for the ESSSP met or exceeded that found in most other states. FHWA is completing final analysis of the allegations, which will be forwarded to the FBI and OIG in the near future.

The Department is hopeful that the investigations will conclude in the third quarter. The Department is actively working with all agencies to meet this goal.

Milestones Achieved

The SFOBB East Span Skyway construction is 75 percent complete in 69 percent of the contract time. Pile driving for the foundation is 100 percent complete. The footing boxes are 89 percent complete. In addition, pier columns are 86 percent complete; pier tables are 50 percent complete; 313 pre-cast segments out of 452 castings in Stockton are



Skyway Contract - Pier tables for eastbound roadway.

complete (69 percent); and 176 segments have been erected (39 percent); 87 of 262 cantilevered support arms for the bike path have been erected.

The YBI Electrical Substation contract is complete.



San Francisco-Oakland Bay Bridge East Span W2 Land Foundations Completed in October 2004.



The new San Francisco-Oakland Bay Bridge East Span. (Looking East)



The Skyway contract is 75 percent complete; 176 segments have been erected for the new eastbound roadway.



SFOBB East Span Hinge Pipe Beam Installation.

Quarterly Environmental Compliance Highlights

SFOBB East Span environmental tasks for the current quarter are focused on mitigation monitoring. All weekly, monthly and annual compliance reports to resource agencies have been delivered on time with no comments from receiving agencies. Key successes this quarter include:

- The Fisheries and Hydroacoustic Monitoring Report Addendum was accepted by regulatory agencies in May 2005, thereby concluding the Fisheries and Hydroacoustic Monitoring Program for the SFOBB. This represents a major milestone for environmental compliance monitoring.
- All participating agencies approved the North Basin Pilot Eelgrass Program, and sandflat construction was completed May 2005. Planting of eelgrass will begin in June 2005. Assuming the pilot program is successful, 13 acres of eelgrass habitat will be planted at North Basin.
- The peregrine falcon pair is exhibiting courtship behavior undisturbed on the existing East Span. Mitigation commitments to ensure that project construction does not interfere with bird nesting have been successful and no delays to project construction have resulted.
- Mitigation commitments to address storm water run-off are moving forward. Interagency meetings conducted during the quarter resulted in general agreement with the

concept and the project is moving forward to final design.

- Negotiations with the U.S. Fish and Wildlife Service, California Department of Fish and Game, and the Navy appear to be moving toward a January 2007 land transfer for the Skaggs Island Mitigation Program.

Program Considerations

Funding Status

In 2001, AB 1171 established a funding level of \$4.673 billion for the TBSRP and authorized the Department to utilize up to an additional \$448 million of State Highway Account funds as program contingency. Through June 30, 2005, \$4.137 billion has been allocated and \$3.342 billion expended for TBSRP projects. In July 2005, the passage of AB 144 established a funding level of \$7.785 billion for the TBSRP and up to an additional \$900 million as program contingency to complete the TBSRP using local toll revenues and a combination of State funding sources.

Other Toll Bridges

Although the Antioch and Dumbarton bridges are not identified for funding in the TBSRP, the Department is continuing work on the seismic vulnerability studies in order to assess the potential for necessary retrofit work. At this time, no seismic retrofit is planned for the Antioch Bridge or the Dumbarton Bridge.

Appendices

- A. TBSRP All Bridges AB 1171 Baseline Budget, Forecasts, and Expenditures through June 30, 2005 Comparison (A1 and A2).**
- B. TBSRP East Span Only AB 1171 Baseline Budget, Forecasts, and Expenditures through June 30, 2005 Comparison Appendix B).**
- C. Chart 4. San Francisco-Oakland Bay Bridge East Span Corridor Schedule Baseline AB 1171 vs. Current Projected.**
- D. Chart 5. San Francisco-Oakland Bay Bridge East Span Self-Anchored Suspension Alternative Corridor Schedule.**

Toll Bridge Seismic Retrofit Program (All Seven Bridges)				
Baseline Budget, Forecasts and Expenditures Through June 2005				
(Dollars in millions)				
Bridge	AB 1171 Budget 2001	First Quarter 2005 Forecast	Second Quarter 2005 Forecast (AB 144 Baseline)	Expenditures Through June 2005
Benicia-Martinez				
Capital Outlay Support	\$42.00	\$38.20	\$38.14	\$38.09
Capital Outlay	\$148.00	\$142.00	\$139.69	\$139.64
Total	\$190.00	\$180.20	\$177.83	\$177.73
Carquinez				
Capital Outlay Support	\$38.00	\$28.70	\$28.67	\$28.63
Capital Outlay	\$87.00	\$86.40	\$85.46	\$85.41
Total	\$125.00	\$115.10	\$114.13	\$114.04
San Mateo-Hayward				
Capital Outlay Support	\$32.00	\$28.10	\$28.14	\$28.09
Capital Outlay	\$158.00	\$137.00	\$135.37	\$135.32
Total	\$190.00	\$165.10	\$163.51	\$163.41
Vincent Thomas				
Capital Outlay Support	\$18.00	\$16.50	\$16.42	\$16.37
Capital Outlay	\$44.00	\$42.70	\$42.09	\$42.04
Total	\$62.00	\$59.20	\$58.51	\$58.41
San Diego-Coronado				
Capital Outlay Support	\$35.00	\$33.50	\$33.50	\$33.21
Capital Outlay	\$70.00	\$71.30	\$70.02	\$69.39
Total	\$105.00	\$104.80	\$103.52	\$102.60
Richmond-San Rafael				
Capital Outlay Support	\$95.00	\$134.00	\$127.10	\$119.46
Capital Outlay	\$570.00	\$780.00	\$704.90	\$632.94
Richmond-San Rafael Project Reserves			\$82.00	
Total	\$665.00	\$914.00	\$914.00	\$752.40
West Span Retrofit				
Capital Outlay Support	\$68.00	\$75.00	\$75.00	\$74.75
Capital Outlay	\$237.00	\$232.90	\$232.90	\$231.97
Total	\$305.00	\$307.90	\$307.90	\$306.72
West Approach				
Capital Outlay Support	\$86.00	\$120.00	\$120.00	\$64.51
Capital Outlay	\$309.00	\$309.00	\$309.00	\$145.19
Total	\$395.00	\$429.00	\$429.00	\$209.70
SFOBB East Span				
Capital Outlay Support	\$381.69	\$919.80	\$959.30	\$371.33
Capital Outlay	\$2,218.80	\$4,581.12	\$4,492.19	\$1,061.40
East Span Project Reserves Due to Contract Cost Adjustments			\$35.11	
Total	\$2,600.49	\$5,500.92	\$5,486.60	\$1,432.73
Program Indirect				
Subtotal Capital Outlay Support	\$795.69	\$1,393.80	\$1,463.17 **	\$24.50
Subtotal Capital Outlay	\$3,841.80	\$6,382.42	\$6,321.83 ***	\$798.94
Subtotal Toll Seismic Retrofit	\$4,637.49	\$7,776.22	\$7,785.00	\$2,543.30
Program Contingency	\$448.00	\$900.00	\$900.00	\$3,342.24
Total Toll Seismic Retrofit Program	\$5,085.49	\$8,676.22	\$8,685.00	\$3,342.24
Additional COS for BATA Reimbursement Program (60.93%). See Notes*.		\$130-\$155	\$130-\$155	

Notes:

- * This is an estimate of additional funds required for the TBSRP if it becomes a BATA reimbursed program. The current project overhead rate for State resources is 38.59% in the estimates above, but the rate is 60.93% if the TBSRP becomes a BATA reimbursed program to include administrative overhead.
- ** Includes \$6.9 million reserves of COS from the Richmond-San Rafael project.
- *** Includes \$75.1 million reserves of CO from the Richmond-San Rafael project and \$35.11 million East Span reserves due to contract cost adjustment. Expenditures are through June 2005 fiscal month (fiscal year accounting pending).
(Due to the rounding of numbers, the totals above are shown within \$0.02).

Appendix A1.

2005 Second Quarter Report - Toll Bridge Seismic Retrofit Program

Toll Bridge Seismic Retrofit Program - SFOBB East Span Contracts and Other Bridges Summary Baseline Budget, Forecasts and Expenditures Through June 2005						
Bridge	Column B	Column C	Column D	Column E	Column F	Column G
	AB 1171 Budget 2001	Expenditures to date and Encumbrances As of June 30, 2005 See Note (1)	Estimated Costs not yet Spent or Encumbered As of June 30, 2005	Total Forecast (SAS Alternative) Second Quarter 2005	Allocation of the Program Contingency Reserve By Others in August 2004 See Note (2)	Total with Program Contingency As of June 30, 2005 See Note (2)
			(Columns C+D)			(Columns E+F)
Other Completed Projects						
Capital Outlay Support	\$165.00	\$144.50	\$0.37	\$144.87		\$144.87
Capital Outlay	\$507.00	\$476.72	-\$4.09	\$472.63		\$472.63
Total	\$672.00	\$621.22	-\$3.72	\$617.50		\$617.50
Richmond-San Rafael						
Capital Outlay Support	\$95.00	\$120.50	\$6.60	\$127.10		\$127.10
Capital Outlay	\$570.00	\$646.79	\$58.11	\$704.90		\$704.90
Project Reserves				\$82.00	\$54.00	\$136.00
Total	\$665.00	\$767.29	\$146.71	\$914.00	\$54.00	\$968.00
West Span Retrofit						
Capital Outlay Support	\$68.00	\$75.12	-\$0.12	\$75.00		\$75.00
Capital Outlay	\$237.00	\$242.24	-\$9.34	\$232.90		\$232.90
Total	\$305.00	\$317.36	-\$9.46	\$307.90		\$307.90
West Approach						
Capital Outlay Support	\$86.00	\$64.96	\$55.04	\$120.00	\$6.00	\$126.00
Capital Outlay	\$309.00	\$373.65	-\$64.65	\$309.00	\$28.00	\$337.00
Total	\$395.00	\$438.61	-\$9.61	\$429.00	\$34.00	\$463.00
SFOBB East Span -Skyway						
Capital Outlay Support	\$129.60	\$104.82	\$92.18	\$197.00	\$38.00	\$235.00
Capital Outlay	\$796.00	\$1,175.64	\$117.36	\$1,293.00	\$191.00	\$1,484.00
Total	\$925.60	\$1,280.46	\$209.54	\$1,490.00	\$229.00	\$1,719.00
SFOBB East Span -SAS- Superstructure						
Capital Outlay Support	\$92.40	\$14.42	\$200.21	\$214.63	\$70.00	\$284.63
Capital Outlay	\$589.10	\$0.00	\$1,753.72	\$1,753.72	\$353.00	\$2,106.72
Total	\$681.50	\$14.42	\$1,953.93	\$1,968.35	\$423.00	\$2,391.35
SFOBB East Span -SAS- Foundations						
Capital Outlay Support	\$20.10	\$16.76	\$45.74	\$62.50	\$6.00	\$68.50
Capital Outlay	\$128.40	\$217.39	\$122.52	\$339.91	\$30.00	\$369.91
Total	\$148.50	\$234.15	\$168.26	\$402.41	\$36.00	\$438.41
Small YBI Projects						
Capital Outlay Support	\$2.79	\$10.04	\$0.54	\$10.58		\$10.58
Capital Outlay	\$14.80	\$16.10	-\$0.44	\$15.66		\$15.66
Total	\$17.59	\$26.14	\$0.10	\$26.24		\$26.24
South/South Detour						
Capital Outlay Support	\$14.00	\$12.07	\$17.43	\$29.50	\$2.00	\$31.50
Capital Outlay	\$89.50	\$90.02	\$41.90	\$131.92	\$9.00	\$140.92
Total	\$103.50	\$102.09	\$59.33	\$161.42	\$11.00	\$172.42
YBI - Transition Structures						
Capital Outlay Support	\$24.10	\$6.73	\$71.92	\$78.65	\$8.00	\$86.65
Capital Outlay	\$154.00	\$0.00	\$299.36	\$299.36	\$39.00	\$338.36
Total	\$178.10	\$6.73	\$371.28	\$378.01	\$47.00	\$425.01
Oakland Touchdown						
Capital Outlay Support	\$67.70	\$18.37	\$56.03	\$74.40	\$8.00	\$82.40
Capital Outlay	\$170.60	\$0.09	\$283.71	\$283.80	\$38.00	\$321.80
Total	\$238.30	\$18.46	\$339.74	\$358.20	\$46.00	\$404.20
East Span Other Small Project						
Capital Outlay Support	\$6.00	\$192.49	\$19.83	\$212.32		\$212.32
Capital Outlay	\$152.50	\$89.44	\$81.34	\$170.78		\$170.78
Total	\$158.50	\$281.93	\$101.17	\$383.10		\$383.10
Existing Bridge Demolition						
Capital Outlay Support	\$25.00	\$0.18	\$79.54	\$79.72	\$3.00	\$82.72
Capital Outlay	\$123.90	\$0.00	\$239.15	\$239.15	\$17.00	\$256.15
Total	\$148.90	\$0.18	\$318.69	\$318.87	\$20.00	\$338.87
Program Indirect		\$28.17	\$1.83	\$30.00		\$30.00
Total Capital Outlay Support (3)	\$795.69	\$809.13	\$654.04	\$1,463.17	\$150.00	\$1,613.17
Total Capital Outlay	\$3,841.80	\$3,328.08	\$2,993.75	\$6,321.83	\$750.00	\$7,071.83
Program Total	\$4,637.49	\$4,137.21	\$3,647.79	\$7,785.00	\$900.00	\$8,685.00

(1). Funds allocated to project or contract for Capital Outlay and Support needs includes Capital Outlay Support total allocation for FY 04/05.

(2). BSA provided a distribution of program contingency in December 2004 based on Bechtel Infrastructure Corporation input.

This column is subject to revision upon completion of the Department's risk assessment update in December 2005.

(3). Total Capital Outlay Support includes program indirect costs.

Expenditures are through June 2005 fiscal month (fiscal year accounting pending).

(Due to the rounding of numbers, the totals above are shown within \$0.02).

Appendix A2.

Toll Bridge Seismic Retrofit Program - SFOBB East Span Only

AB 1171 Baseline Budget, Forecasts and Expenditures Through June 2005

(Dollars in millions)

East Span Contract	AB1171 Budget 2001	First Quarter 2005 Forecast	Second Quarter 2005 Forecast (AB 144 Baseline)	Expenditures Through June 2005
SFOBB East Span -Skyway				
Capital Outlay Support	\$129.60	\$197.00	\$197.00	\$103.66
Capital Outlay	\$796.00	\$1,293.00	\$1,293.00	\$850.30
Total	\$925.60	\$1,490.00	\$1,490.00	\$953.96
SFOBB East Span -SAS- Superstructure				
Capital Outlay Support	\$92.40	\$214.63	\$214.63	\$13.57
Capital Outlay	\$589.10	\$1,840.04	\$1,753.72	\$0.00
Total	\$681.50	\$2,054.67	\$1,968.35	\$13.57
SFOBB East Span -SAS- W2 Foundations				
Capital Outlay Support	\$4.10	\$11.50	\$10.00	\$9.16
Capital Outlay	\$26.40	\$26.40	\$26.40	\$25.63
Total	\$30.50	\$37.90	\$36.40	\$34.79
SFOBB East Span -SAS- E2/T1 Foundations				
Capital Outlay Support	\$16.00	\$52.50	\$52.50	\$6.60
Capital Outlay	\$102.00	\$313.51	\$313.51	\$64.66
Total	\$118.00	\$366.01	\$366.01	\$71.26
YBI/SAS (Archeology)				
Capital Outlay Support	\$0.67	\$1.10	\$1.08	\$1.08
Capital Outlay	\$1.20	\$1.20	\$1.06	\$1.06
Total	\$1.87	\$2.30	\$2.14	\$2.14
YBI - USCG Rd Relocation				
Capital Outlay Support	\$0.42	\$3.00	\$3.00	\$2.66
Capital Outlay	\$2.70	\$3.00	\$3.00	\$2.81
Total	\$3.12	\$6.00	\$6.00	\$5.47
YBI - Substation & Viaduct				
Capital Outlay Support	\$1.70	\$5.00	\$6.50	\$6.24
Capital Outlay	\$10.90	\$11.60	\$11.60	\$11.18
Total	\$12.60	\$16.60	\$18.10	\$17.42
South/South Detour				
Capital Outlay Support	\$14.00	\$29.50	\$29.50	\$11.80
Capital Outlay	\$89.50	\$111.40	\$131.92	\$18.76
Total	\$103.50	\$140.90	\$161.42	\$30.56
YBI - Transition Structures				
Capital Outlay Support	\$24.10	\$78.65	\$78.65	\$6.35
Capital Outlay	\$154.00	\$276.35	\$299.36	\$0.00
Total	\$178.10	\$355.00	\$378.01	\$6.35
Oakland Touchdown				
Capital Outlay Support	\$67.70	\$74.40	\$74.40	\$18.04
Capital Outlay	\$170.60	\$278.48	\$283.80	\$0.00
Total	\$238.30	\$352.88	\$358.20	\$18.04

Appendix B.

Toll Bridge Seismic Retrofit Program - SFOBB East Span Only

AB 1171 Baseline Budget, Forecasts and Expenditures Through June 2005

(Dollars in millions)

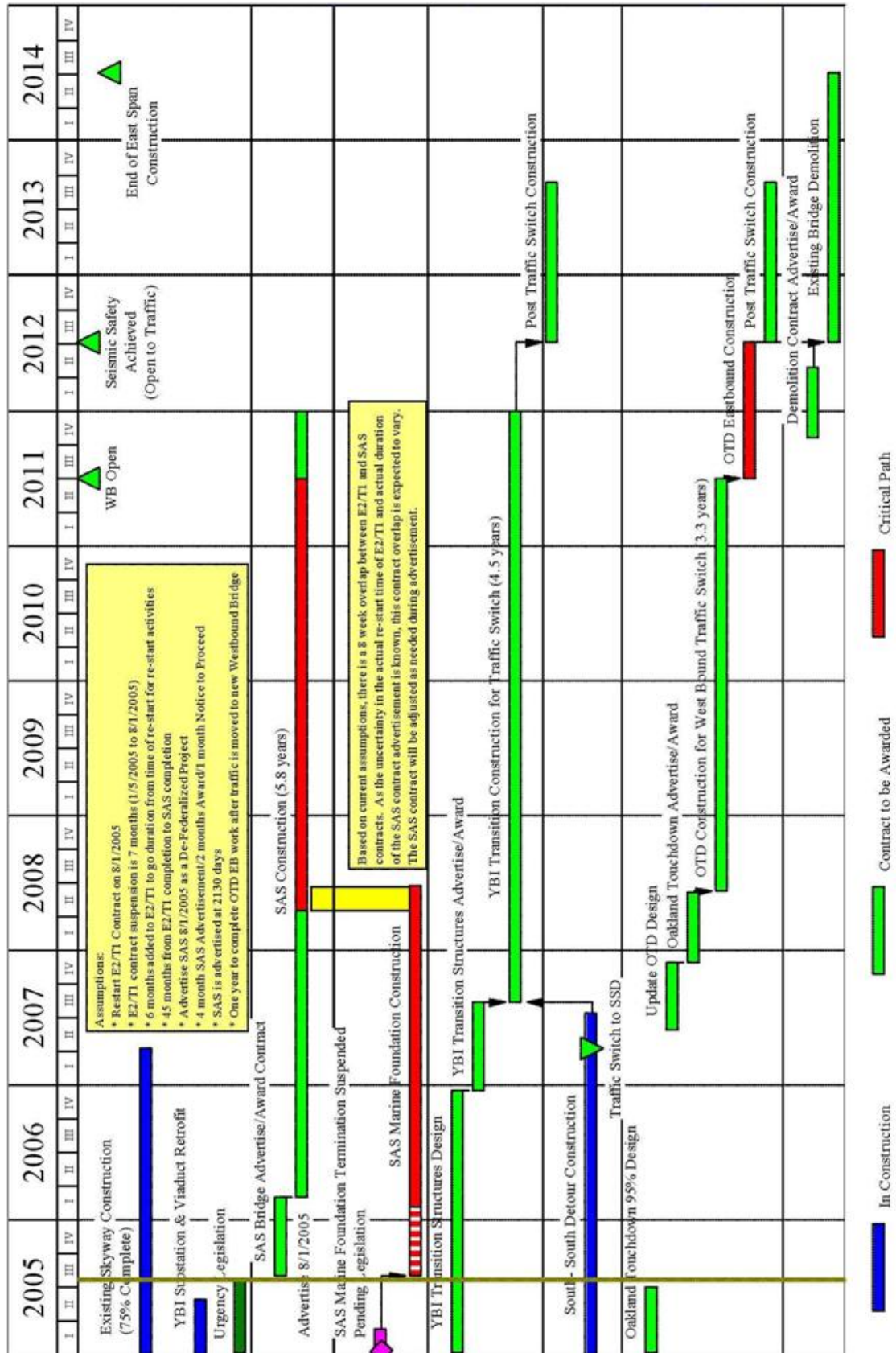
East Span Contract	AB1171 Budget 2001	First Quarter 2005 Forecast	Second Quarter 2005 Forecast (AB 144 Baseline)	Expenditures Through June 2005
Oakland Geofill				
Capital Outlay Support	\$3.50	\$2.40	\$2.47	\$2.47
Capital Outlay	\$9.30	\$9.00	\$8.21	\$8.21
Total	\$12.80	\$11.40	\$10.68	\$10.68
Pile Installation Demonstration Project				
Capital Outlay Support	\$2.50	\$1.80	\$1.79	\$1.79
Capital Outlay	\$9.20	\$11.60	\$9.25	\$9.25
Total	\$11.70	\$13.40	\$11.04	\$11.04
Existing Bridge Demolition				
Capital Outlay Support	\$25.00	\$79.72	\$79.72	\$0.18
Capital Outlay	\$123.90	\$239.15	\$239.15	\$0.00
Total	\$148.90	\$318.87	\$318.87	\$0.18
Stormwater Treatment Measures				
Capital Outlay Support	\$0.00	\$6.00	\$6.00	\$2.48
Capital Outlay	\$0.00	\$10.00	\$15.00	\$0.00
Total	\$0.00	\$16.00	\$21.00	\$2.48
Right-of-way and Environmental Mitigation				
Capital Outlay Support	\$0.00	\$0.00	\$0.00	\$0.00
Capital Outlay	\$42.00	\$72.40	\$72.40	\$38.73
Total	\$42.00	\$72.40	\$72.40	\$38.73
Sunk Cost - Existing East Span Retrofit				
Capital Outlay Support		\$0.00	\$39.46	\$39.46
Capital Outlay		\$84.00	\$30.81	\$30.81
Total	\$92.00	\$84.00	\$70.27	\$70.27
Environmental Phase (Expended)				
Capital Outlay Support		\$97.70	\$97.70	\$97.67
Project Expenditures, Pre-splits				
Capital Outlay Support		\$44.90	\$44.90	\$44.89
Non-project Specific Costs				
Capital Outlay Support		\$20.00	\$20.00	\$3.23
Subtotal East Span Capital Outlay Support	\$381.69	\$919.80	\$959.30	\$371.33
Subtotal East Span Capital Outlay and Sunk Costs	\$2,218.80	\$4,581.13	\$4,492.19	\$1,061.40
East Span Project Reserves Due to Contract Cost Adjustments			\$35.11	
Total SFOBB East Span	\$2,600.49	\$5,500.93	\$5,486.60	\$1,432.73
East Span Share Transferred in June 30, 2005 to Program Indirect Budget			\$14.33	

Expenditures are through June 2005 fiscal month (fiscal year accounting pending).
(Due to the rounding of numbers, the totals above are shown within \$0.02).

Appendix B.



**Chart 5. San Francisco-Oakland Bay Bridge East Span
Self-Anchored Suspension Corridor Schedule**



Appendix D.